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BOSTON REDEVELOPMENT AUTHORITY

March 26, 1987

Development Plan
for
Planned Development Area No. 25
1235-1245 Adams Street, South Dorchester

Baker Chocolate Limited Partnership, Developer

DEVELOPER: Baker Chocolate Limited Partnership.

ARCHITECT: Eisenberg Haven Associates, Inc. of Boston (architects of record) and Skidmore, Owings & Merrill (site design and environmental coordination), or such other architects as may be designated by the Developer.

SITE DESCRIPTION: The site of the proposed development is a parcel located in the South Dorchester district of Boston. The site is bounded on the south by the Neponset River, on the east by Adams Street, on the west by Central Avenue and on the north by the properties of various land owners and Taylor Terrace, a private way. The site is a long, narrow site having an aggregate frontage on the Neponset River of approximately 1,500 feet. The aggregate area of the site is approximately 7.10 acres, of which approximately 6.10 acres are above the existing high water mark of the Neponset River. Hereinafter, the site described above, and more particularly described in Exhibit I hereto, will be referred to as the "Site".

LOCATION AND APPEARANCE OF STRUCTURES: The location and appearance of the existing structures and proposed structures will be as depicted on Drawing 101 entitled "Site Plan" dated January 16, 1987 revised to February 3, 1987 prepared by Eisenberg, Haven Associates, Inc., and Skidmore, Owings & Merrill, and on additional drawings listed in Exhibit II hereto. The Baker Mill and its related Garage, the Power House, the Forbes Mill and the Machinery Building are all existing structures which will be rehabilitated into residential units. In addition, a new residential/parking structure is to be constructed in the approximate location indicated on the Site Plan. Exterior building materials as to the existing structures will be consistent with the rehabilitation of the existing structures, with the primary materials continuing to be brick. With respect to the new residential/parking structure, the primary exterior material to be utilized will be brick.

GENERAL DESCRIPTION OF PROPOSED DEVELOPMENT AND USE ALLOCATION: The development proposed for the Site is to consist of approximately 300 residential units (approximately 195 two-bedroom and 105 one-bedroom). These units are to be located as follows: Approximately 98 residential units are to be constructed within the rehabilitated shells of the Forbes Mill and the Machinery Building, which existing structures are located to the north of the Baker Mill, the existing Garage and the Power House structures, respectively. Approximately 112 residential units are to be constructed within the rehabilitated shells of the Baker Mill and its appurtenant Garage, and within the rehabilitated shell of the Power House, these 112 units therefore being situated immediately adjacent to the Neponset River. Approximately 90 residential units are to be incorporated into the new ten-story residential/parking structure to be constructed on the Site to the north and west of the existing Power House and Machine Shop structures, respectively, said new construction to include integration with a five-level parking garage. There will be no less than 450 parking spaces. The new garage structure is to contain approximately 341 parking spaces; the Forbes Mill will contain approximately 20 parking spaces; and approximately 89 parking spaces will be on grade elsewhere on the Site. Hereafter, the foregoing construction will be referred to as the "Development". Developer presently intends to consult with the Authority and the neighborhood as to whether an increase in the Development to add 6 townhouses and 9 parking spaces is appropriate; if so, Developer intends to seek an amendment to this Development Plan to permit construction of 6 townhouses as part of the Development.

The allocation of uses within the Site will be as follows. The primary use of the structures will be for multi-family dwellings (Use Item 7 under the Boston Zoning Code), a private club (Use Item 30), parking lots (Use Item 58), a parking garage (Use Item 59). Furthermore there may be an accessory fuel storage use (Use Item 80) and an accessory permanent dwelling for personnel required to reside on the Site for the safe and proper operation of the main uses (Use Item 83), and there will be accessory parking (Use Item 72), and an accessory indoor swimming pool (Use Item 72A). Finally, various uses ancillary to the foregoing uses may be designed into the project (Use Item 71).

ESTIMATED CONSTRUCTION TIME: Although final plans have not been determined as to the phasing, it currently is envisioned that the residential units and the parking/residential structure will be built in three phases. One phase is to consist of demolition of the silos presently on the Site, construction of the approximately 98 residential units to be located in the Forbes Mill and Machinery Building structures and construction of approximately 240 parking spaces of the residential/parking structure. One phase will consist of approximately 112 residential units to be located in the Baker Mill and the related Garage, and within the Power House structure. One phase is to include construction of the residential component of the residential/parking structure containing approximately 90 residential units and the remaining

approximately 101 parking spaces of the residential/parking structure. The parking space per unit ratios at the conclusion of the first, second and third phases will be 3.56, 1.66 and 1.50, respectively. Construction of the first phase of the development will be commenced at such time as the building permit and other required permits have been issued, and will be completed approximately 18 months thereafter. Subject to market conditions, the second phase will commence within 6 months following completion of the first phase and will be completed within 18 months thereafter. Subject to market conditions, the third phase will commence within 6 months following completion of the second phase and will be completed within 18 months thereafter.

PROJECTED NUMBER OF EMPLOYEES: The development will involve approximately 73 jobs during the construction phase and approximately 5 jobs during the permanent phase. The Developer shall submit a Boston Resident Construction Employment Plan in accordance with the Mayor's Executive Order of July 12, 1985 and Chapter 12 as amended by Chapter 17 of the Ordinances of 1986.

FAIR HOUSING PLAN: The Developer shall submit a Fair Housing Plan for the sale of the condominium units within the development. The Developer is not the subject of any outstanding Equal Opportunity/ Fair Housing complaints.

AFFORDABLE HOUSING: The Developer has agreed to enter into an Affordable Housing Agreement with the Authority to provide affordable neighborhood housing on site in accordance with that agreement.

BUILDING DIMENSIONS: The residential construction within the Forbes Mill the Machine Shop, the Baker Mill, the related Garage and the Power House will be included largely within the existing shells, and therefore the building dimensions of those structures will remain substantially as they are today. The new residential/parking structure will have a building footprint of approximately 34,758 square feet, with the footprint having the approximate shape outlined on the Site Plan. This structure will not exceed 89 feet in height. The building dimensions shall in any event conform with the approved Schematic Drawings listed in Exhibit II hereto as modified in the course of final design review.

TRANSPORTATION ACCESS PLAN: The Developer shall enter into a Transportation Access Plan Agreement with the Authority and the City of Boston to provide adequate measures to mitigate transportation impacts from the development.

PROPOSED TRAFFIC CIRCULATION: Traffic circulation through the Development will involve entrances and/or exits to and from Adams Street and Central Avenue, with an internal circulation pattern in the approximate location shown in the Site Plan and set forth in the Transportation Access Plan Agreement.

PARKING FACILITIES: As indicated above, parking will be maintained at a ratio equal to or in excess of 1.5 parking spaces for each residential unit constructed during the various phases of the development, such standard to be incorporated into the Transportation Access Plan Agreement.

ACCESS TO PUBLIC TRANSPORTATION: Access to public transportation in the area is excellent. There is an existing Massachusetts Bay Transportation Authority station located on the southerly side of the Neponset River off Adams Street approximately 250 feet from the Adams Street entrance to the proposed Development. In addition, there is a second existing MBTA station located on the southerly side of the Neponset River west of Central Avenue, approximately 250 feet from the Central Avenue entrance to the proposed Development. In addition, public transportation facilities include four MBTA bus routes which pass through Pierce Square: Route 27 between Mattapan and Ashmont station, Route 217 between Ashmont and Wollaston Beach, Route 240 between Avon Circle (Avon) and Ashmont, and Route 240A between Randolph and Ashmont.

OPEN SPACES AND LANDSCAPING: Most of the portions of the Site not devoted to building footprints, or the internal vehicular and pedestrian traffic circulation systems, will be devoted to landscaped open spaces.

Prior to final approval by the BRA of the Phase III Design Review Submission (Contract Documents), a Purchase and Sale Agreement shall have been executed pursuant to which the DEM has the right to purchase the so-called Administration Building and the parcel of land of approximately 17,000 square feet on which said building stands.

Although easement and operating agreements have not as yet been concluded and although the development is not contingent in any way upon successful conclusion of such easement and operating agreements, portions of the Site may be the subject of easements in favor of the Commonwealth of Massachusetts acting through the Massachusetts Department of Environmental Management (DEM) for inclusion in the Lower Mills Heritage State Park, and such portions of the Site would be utilized as landscaped open space and park area. Such easement agreement when and if executed shall provide that, in the event DEM fails to pay Developer for the easement rights being conveyed after such payment is due, DEM still may obtain such rights for two years after payment originally is due by making payment with interest and reasonable attorneys fees and costs incurred in collection of such payment. Such easement agreement when and if executed also shall provide that, in the event DEM fails to pay the Developer within such two-year period, and despite the fact that DEM may no longer be entitled to such easement rights, the Developer and any successor condominium association(s) shall permit permanent access to the general public from 8:00 a.m. to sunset through Baker Court, so-called, to and along the northerly edge of the Neponset River, subject to the

Developer's reasonable needs to limit or interrupt such use during construction, and subject further to Developer's reasonable rules and regulations as to behavior of the public.

COMPLIANCE WITH APPROVED DRAWINGS: Developer will construct the development in accordance with the Schematic Drawings for the development, more specifically described on an Exhibit II to this plan.

DESIGN REVIEW PROCEDURES: The Schematic Drawings listed in Exhibit II hereto have been approved by the Authority. The design and dimensional requirements of the proposed development as approved in the Schematic Drawings may be subject to minor modification as the result of continuing development review. Final Working Drawings and Specifications approved by the Authority shall be conclusively deemed to be in conformity with this Development Plan.

PROPOSED USES: The Site currently is located in three different zoning areas under the Boston Zoning Code: the easterly portion of the Site, is zoned "M-2"; the central portion of the Site is zoned "R-.5"; and the westerly portion of the Site is zoned "M-1". The allocation of uses within the Site will be as follows. The primary use of the structures will be for multi-family dwellings (Use Item 7 under the Boston Zoning Code), a private club (Use Item 30), parking lots (Use Item 58), a parking garage (Use Item 59). Furthermore there may be an accessory flammable storage use (Use Item 80) and an accessory permanent dwelling for personnel required to reside on the Site for the safe and proper operation of the main uses (Use Item 83), and there will be accessory parking (use Item 72), and an accessory indoor swimming pool (Use item 72A). Finally, various ancillary uses to the foregoing uses may be designed into the project (Use Item 71). Zoning relief required for the uses referred to above is set forth hereinafter.

ZONING: The present district designations are as outlined above in section captioned "Proposed Uses". The entire Site will be designated as a Planned Development Area or "D" Overlay District. Exceptions under Sections 3-1A and 6A-1 of the Boston Zoning Code will be required as set forth on Exhibit III annexed hereto, permits for all conditional uses under Section 6-1 of the Boston Zoning Code will be sought as set forth on Exhibit III annexed hereto, and an interpretation will be sought as to the Boston Zoning Code as set forth in Exhibit III hereto. Additional zoning relief may be sought to the extent necessary by reason of the adoption of Text Amendment Application No. 116 or other amendments to the Boston Zoning Code adopted prior to the issuance of necessary building permit(s) for the development.

EXHIBIT I
TO DEVELOPMENT PLAN FOR
PLANNED DEVELOPMENT AREA NO. 25

Beginning at a point in the easterly line of Central Avenue at the northerly bank of the Neponset River, at mean high water mark;

THENCE by Central Avenue, ninety-six (96) feet, more or less, to a point at land now or formerly of the Boston Edison Company;

THENCE by land now or formerly of the Boston Edison Company **North 75° 26' 42" East**, a distance of one hundred fifteen and 47/100 (115.47) feet to a point;

THENCE by land now or formerly owned by the Boston Edison Company **South 16° 19' 47" East**, a distance of fourteen and 28/100 (14.28) feet to a point;

THENCE by land now or formerly owned by the Boston Edison Company **North 77° 41' 00" East**, a distance of forty-eight and 14/100 (48.14) feet to a point;

THENCE by land now or formerly owned by Boston Edison Company **North 15° 47' 18" West**, a distance of eighteen and 17/100 (18.17) feet to a point;

THENCE by land now or formerly of Paul J. Martino **North 65° 10' 36" East**, a distance of one hundred seventy-eight and 31/100 (178.31) feet to a point;

THENCE by land now or formerly of Glen A. Oxton **North 67° 33' 11" East**, a distance of fifty-three and 69/100 (53.69) feet to a point;

THENCE by land now or formerly owned by Joseph L. Botti, Jr., including the southerly terminus of Taylor Terrace, a private way, **North 79° 48' 58" East**, a distance of one hundred sixty and 56/100 feet to a point;

THENCE by land now or formerly of the Dorchester Lower Mills Knights of Columbus **North 81° 31' 47" East**, a distance of ninety and 74/100 (90.74) feet to a point;

THENCE by land now or formerly owned by High Voltage Engineering **South 19° 42' 13" East**, a distance of twenty-seven and 04/100 (27.04) feet to a point;

THENCE by land now or formerly owned by High Voltage Engineering **North 68° 48' 43" East**, a distance of two hundred seventy-nine and 00/100 (279.00) feet to a point;

THENCE by land now or formerly of High Voltage Engineering, Inc. **South 21° 11' 17" East**, a distance of twenty-seven and 12/100 (27.12) feet to a point;

THENCE by land now or formerly owned by High Voltage Engineering **North 68° 48' 43" East**, a distance of seventy-two and 02/100 (72.02) feet to a point;

THENCE by land now or formerly of High Voltage Engineering **South 21° 11' 17' East**, a distance of twelve and 00/100 (12.00) feet to a point;

THENCE by land now or formerly of High Voltage Engineering **North 68° 48' 43" East**, a distance of one hundred thirty-six and 52/100 (136.52) feet to a point;

THENCE by land nor or formerly of Lower Mills Associates Limited Partnership **South 00° 37' 01" West**, a distance of eleven and 08/100 (11.08) feet to a point;

THENCE by land now or formerly of Lower Mills Associates Limited Partnership **South 34° 37' 23" East**, a distance of fifty-nine and 43/100 (59.43) feet to a point;

THENCE by land now or formerly of Lower Mills Associates Limited Partnership **North 55° 22' 37" East**, a distance of one hundred forty-six and 73/100 (146.73) feet to a point;

THENCE by land now or formerly owned by Bertram R. Paley, as Trustee of Walter Baker Realty Trust, **South 51° 33' 46" East**, a distance of one hundred sixty-four and 45/100 (164.45) feet to a point in the westerly sideline of Adams Street;

THENCE by the westerly sideline of Adams Street by a curve having a radius of four hundred twenty (420) feet, a distance of ninety-six and 89/100 (96.89) feet to a point;

THENCE along the westerly sideline of Adams Street by a curve having a radius of three hundred forty and 77/100 (340.77) feet, a distance of one hundred twenty-one and 70/100 (121.70) feet to a point on the dividing line between Boston and Milton;

THENCE by the dividing line between Boston and Milton a distance of approximately six hundred ninety four and 00/100 (694.00) feet to a point at land formerly of Durell;

THENCE by land formerly of Durell, about sixty-five (65) feet to the northerly bank of the Neponset River at mean high water mark; and

THENCE by said mean high water mark, seven hundred (700) feet, more or less, to the point of beginning.

Excluding herefrom any land taken in fee by the Commonwealth of Massachusetts pursuant to that Order of Taking dated October 25, 1962, recorded in Book 7697, Page 235, which land is more particularly described in said Order as Parcel II shown on Land Taking Plans numbered N.R.F.C.-1 to N.R.F.C.-5, inclusive, entitled "Commonwealth of Massachusetts, Metropolitan District Commission, Construction Division, Neponset River Flood Control, July 19, 1962, Frederick W. Gow, Chief Engineer," being Plans Accession Nos. 58603, 58604, 58605, 58606 and 58607, copies of which were recorded with said Order of Taking said Parcel II being described as follows therein:

"Parcel II (Suffolk County): Beginning at a point at the southwesterly corner of said parcel, as shown on Plan Accession No. 58603, at the County line between Suffolk and Norfolk Counties, thence north 18° 01' 00" west sixty-six (66) feet more or less to a point;

Thence north 73° 12' 30" east sixteen and 8/10 (16.8) feet more or less to a point;

Thence south 16° 47' 30" east eighteen and 5/10 (18.5) feet to a point;

Thence north 73° 12' 30" east three and 6/10 (3.6) feet to a point;

Thence south 18° 01' 00" east forty-six (46) feet more or less to a point;

Thence generally westerly along said County line twenty (20) feet more or less to the point of beginning."

Such parcel of land also includes all right, title and interest, if any, to the soil under Adams Street and Central Avenue, so far as the same is included within the sidelines of the parcel described extended to the center lines of said streets, and together with all of the right, title and interest of the developer in land southerly of the aforesaid retaining wall and in the bed of the Neponset River adjacent to the above-described land, as well as any other right, title and interest in and to said land within the aforesaid boundaries as may be hereinafter acquired by reason of boundary line adjustments, easements or the like.

EXHIBIT II
TO DEVELOPMENT PLAN FOR
PLANNED DEVELOPMENT AREA NO. 25

Schematic Drawings Approved

NO.	TITLE
	Title Sheet
101	Site Plan - Scheme "A"
102	Property Line Plan
103	Topographic Survey Plan
104	Utility Survey Plan
105	Zoning Plan
106	Site Section
107	Site Elevation: Looking at Baker & Forbes Mill
108	Site Elevation: Through Baker Court
201	Site Issues & Responses
202	Baker Court Issues & Responses
203	Proposed Building Issues & Responses
204	Proposed Building Massing Studies
205	Phasing Plans: Phase 1
206	Phasing Plans: Phase 2
207	Phasing Plans: Phase 3
208	Project Shadow Studies: June 21
209	Project Shadow Studies: December 21
210	Project Shadow Studies: March 21 & September 21
I-100	Forbes Mill Basement Floor Plan
I-101	Forbes Mill Ground Floor Plan
I-102	Forbes Mill Second Floor Plan
I-103	Forbes Mill Typical Floor Plan
I-104	Forbes Mill Sixth Floor Plan
I-105	Forbes Mill Mezzanine Floor Plan
I-106	Forbes Mill Roof Plan
I-107	Forbes Mill Building Section
I-108	Forbes Mill Existing Elevations
I-109	Forbes Mill Existing Elevations
II-100	Machinery Building Basement Floor Plan
II-101	Machinery Building Ground Floor Plan
II-102	Machinery Building Second Floor Plan
II-103	Machinery Building Third Floor Plan
II-104	Machinery Building Roof Plan
II-105	Machinery Building Lobby Details
II-106	Machinery Building Building Section
II-107	Machinery Building Existing Elevations
II-108	Machinery building Existing Elevations

III-100	Baker Mill Basement Floor Plan
III-101	Baker Mill Ground Floor Plan
III-102	Baker Mill Second Floor Plan
III-103	Baker Mill Typical Floor Plan
III-104	Baker Mill Sixth Floor Plan
III-105	Baker Mill Mezzanine Floor Plan
III-106	Baker Mill Building Section
III-107	Baker Mill Existing Elevations
III-108	Baker Mill Existing Elevations
IV-100	Old Garage Basement & First Floor Plans
IV-101	Old Garage Second & Roof Floor Plans
IV-102	Old Garage Building Sections
IV-103	Old Garage Building Elevations
V-100	Powerhouse Ground Floor Plan
V-101	Powerhouse Second Floor Plan
V-102	Powerhouse Third Floor Plan
V-103	Powerhouse Fourth Floor Plan
V-104	Powerhouse Fifth Floor Plan
V-105	Powerhouse Roof Plan
V-106	Powerhouse Building Section
V-107	Powerhouse Building Elevations
V-108	Powerhouse Building Elevations
VI-100	Proposed Building Floor Plans
VI-101	Proposed Building Roof Plan

All dated 01/16/87, except sheets 201, 207, 208, 209 and 210, which are revised to 1/21/87, sheets I-100, I-101, I-102, I-103, I-104, I-105, II-101, VI-100 and VI-101, which are revised to 2/3/87, and sheet 101, which is revised to 2/17/87.

EXHIBIT III

TO DEVELOPMENT PLAN FOR

PLANNED DEVELOPMENT AREA NO. 25

Section

Section 8-7

Uses

Use No.	Use Item	Status in District R-.5	M-1	M-2
7	Building or group of buildings for occupancy by three or more families in separate dwelling units including apartment hotel without accessory uses in Use Item No. 78.....	N/A	N/A	C
30	Private club (including quarters of fraternal organizations) operated for members only.....	N/A	N/A	C
58	Parking lot.....	C*	A	A

*Provided that the parking lot abuts or is across the street from an L, B, M, I or W district and is operated by an establishment in such district exclusively for the parking of motor vehicles (other than trucks) of, and without charge to, its employees, customers and guests; and provided further, in either case, that no vehicle is parked in the front yard required by this code or within a distance equal to the side of the yard so required from any side or rear lot line adjoining a lot in an S, R or H district, that all lighting is so arranged as to shine downward and away from streets and adjoining lots, and that the parking lot is adequately screened from all streets and adjoining lots.

Use No.	Use Item	Status in District R-.5	M-1	M-2
59	Parking garage.....	C*	A	A
	*Provided that the parking garage is operated exclusively for the parking of motor vehicles (other than trucks) of persons living in the neighborhood except that gasoline and oil may be sold if sales thereof are limited to tenants of the garage and are completely consummated entirely within the garage.			
71	Any use on a lot adjacent to, or across the street, from, but in the same district as, a lawful use to which it is ancillary and ordinarily incident and for which it would be a lawful accessory use if it were on the same lot; any such use on such a lot in another district unless such use is a use specifically forbidden in such other district.....	C*	C*	C*
	*Provided that any such use shall be subject to the same restrictions, conditions, limitations, provisions and safeguards as the uses to which it is ancillary.			
72	As an accessory use subject to the limitations and restrictions of Article 10, a garage or parking space for occupants, employees, customers, students and visitors; provided that in the case of a lot lying in two or more districts, such parking is accessory to a use that is lawful in the district in which such parking is located.....	A*	A	A
	*Provided that where a garage or parking space is accessory to a dwelling use in an S, R, or H district, there is space for no more than three vehicles for each dwelling unit, none of which shall be a commercial vehicle with a maximum load capacity of more than 1-1/2 tons, and not more than one of which shall be a commercial vehicle with a maximum load capacity of 1-1/2 tons or less.			
72A	As an accessory use subject to the limitations and restrictions of Article 10, a swimming pool or tennis court not within a required front yard.....	N/A	N/A	A*

Use No.	Use Item	Status in District R-.5	M-1	M-2
	*Provided that it is more than four feet from every lot line, and in the case of a swimming pool, that if it is within ten feet of a lot line, it is screened therefrom to a height of at least six feet by a concealing fence.			
80	As an accessory use subject to the limitations and restrictions of Article 10, the storage of flammable liquids and gases incidental to a lawful use.....	A	A	A
83	As an accessory use subject to the limitations and restrictions of Article 10, permanent dwellings for personnel required to reside on a lot for the safe and proper operation of a lawful main use of such lot.....	N/A	N/A	C
85	As an accessory use subject to the limitations and restrictions of Article 10, any use ancillary to, and ordinarily incident to, a lawful main use.....	A*	A*	A*
	*Provided that such use is not a use specifically forbidden in such district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory.			

Note:

F = Forbidden
C = Conditional
A = Allowed
N/A = Not Applicable

Conditional use permits may be sought for conditional uses either instead of or in addition to exceptions.

	Required	Provided
Section 14-1 Minimum Lot Size	In District R-.5, 2.0 acres. No minimum lot size requirements exist in Districts M-1 and M-2.	"Lots" around each of the dwellings located in the M-2 District, which "lots" are mandated under Sections 14-5(c) and 22-4, will not meet the minimum lot size requirement of the R-.5 District.
Section 14-2 Lot Area Per Dwelling Unit	In District R-5, 3,000 feet for every dwelling unit beyond the first 30; no requirement in Districts M-1 and M-2.	"Lots" around each of the dwellings located in the M-2 District, which lots are mandated under Sections 14-5(c) and 22-4 will not meet the additional lot area requirement of the R-.5 District.
Section 14-4 Minimum Lot Frontage	200 feet required in R-.5 District. No requirement in Districts M-1 and M-2.	Lot frontage is approximately 231.73 feet on Adams Street, but this is not within the R-.5 District. Only 79 feet of frontage exists on Central Avenue, and again this is not within the R-.5 District. No frontage provided in the R-.5 District.
Section 14-5 (b) Building on Rear of Lot	In District R-.5 minimum width and street frontage of unobstructed access to rear dwelling and access must not be in side yard required for front buildings under the code. No requirement in District M-1 and M-2.	Dwellings in District M-2 will not have access meeting such requirements of the R-.5 District.
Section 14-5 (c) Building on Rear of Lot	In District R-.5, distance between two dwellings must be at least 80 feet; requirements with respect to lot size, open space, front yard, rear yard and side yards shall apply as if such dwelling were on separate lot. Not applicable in Districts M-1 and M-2, except as made applicable under Section 19-5 regarding side yards.	Variable distances of less than 80 feet will be provided between the dwellings in District M-2; deviations from the other requirements are listed under Sections 14-1, 14-2, 17-1, 18-1, 19-1 and 20-1 and also constitute deviations from this Section.

	Required	Provided
Section 15-1 Floor Area Ratio	In District R-.5, 0.5; in District M-1, 1.0; and in District M-2, 2.0.	In District R-.5, approximately 0.00; in District M-1, approximately 0.00; in District M-2, approximately 2.35. Overall FAR approximately 1.95.
Section 16-1 Maximum Height of Buildings	In District R-.5, 2 stories and 35 feet; in District M-1, 2 and 1/2 stories and 35 feet; in District M-2, no requirement.	Dwellings on the portion of the lot in District M-2 will contain as up to many as nine stories and will be up to 89 feet in height.
Section 17-1 Minimum Usable Open Space	In District R-.5, 1000 square feet per dwelling unit. No requirement in Districts M-1 and M-2.	Dwellings on the portion of the lot in District M-2 will not meet this requirement of the R-.5 District.
Section 18-1 Front Yards	In District R-.5, a front yard of 25 feet in depth is required; in District M-1, a front yard of 20 feet of depth is required; in District M-2, there is no requirement.	Dwellings on the portion of the lot in District M-2 will not meet the requirements of the R-.5 or the M-1 Districts affecting other portions of the lot.
Section 19-1 Side Yard Requirements	In District R-.5, 10 feet; in Districts M-1 and M-2, no requirement, except to the extent a lot has a side lot line "abutting" an R-.5 District, 10 feet by reason by Section 19-5.	The new parking/residential structure will have approximately a 6 inch side yard. The Forbes Building will have a side yard of approximately 6 feet in one location. The Baker Mill, existing Garage and Power House will have no side yard on the Neponset River. To the extent the land southerly of the retaining wall is owned by developer, such wall may exceed the permitted six foot height.
Section 20-1 Rear Yard Requirement	In District R-.5, 40 feet; in District M-1, 20 feet; in District M-2, 12 feet; on "through" lots, rear yard requirement is inapplicable	There will be only approximately a 6 foot rear yard between the Baker Building and the existing Garage; other dwellings on the portion of the lot in the M-2 District will not meet the requirements applicable to the M-1 and R-.5 portions of the lot.

	Required	Provided
Section 21-1 Setback Requirements	In District R-.5, none; in Districts M-1 and M-2, variable requirements for setbacks from streets and side lot lines, including side lot lines of "lots" created by reason of Section 22-4.	In District M-2, variable setbacks will be provided.
Section 22-1 Residential Districts	In District R-.5, every required yard shall be (i) at a level no higher than "grade" level of the lot as defined in Section 2-1(22) along every lot line on which such yard abuts, or (ii) if the grade level of the abutting lot is higher, at a level no higher than such higher level. No requirement in District M-1 and M-2.	Dwellings on the portion of the lot in the M-2 District will not comply with this requirement of the R-.5 District.
Section 22-2 Other Districts	In Districts M-1 and M-2, every front yard shall be at "grade" level; and every rear yard and every side yard not abutting a street line shall be along every lot line on which such yard abuts, at a level no higher than the level of the lowest window sill in the lowest room designed for human occupancy or so occupied, and relying upon natural light or natural ventilation from windows opening on such yard.	Northerly and easterly side lot lines in M-2 District will be above first floor sills for the Machinery Building, the Forbes Building, and the parking/residential structure.
Section 22-2A Landscaping or Screening of Lots in M, I and W Districts that abut S, R or H Districts	Screening or landscaping between side yard abutting R-.5 District and such District, design to be approved by the BRA.	None to be provided.

	Required	Provided
Section 22-3 Underground Encroachments	Garage or storage of flammable liquids or gases underground within any rear yard or side yard required shall not extend more than five feet above grade.	Parking and flammables storage within side yards may extend more than 5 feet above grade.
Section 22-4 Two or More Dwellings on Same Lot	Dwellings shall be separated by required yards and parapet setbacks as if on separate lots; Section 14-5(c) is to be adhered to.	See deviations set forth under Sections 14-5(c), 18-1, 19-1, 20-1 and 21-1.
Section 23-8(b) Location	Common parking facilities cooperatively established and operated to service two or more uses of the same or different types require permission of Board of Appeal; provided that there is a permanent allocation of the required number of spaces for each use.	No permanent allocation of spaces is to be made to the various main, accessory and ancillary uses.
Section 25-5	Basements of all structures within the flood hazard district shall be elevated to or above the base flood elevation, or Board of Appeal must grant permission for reconstruction, structural change or extension thereof, provided that nonconformity is not increased. New construction in floodway may not increase flood levels during base flood discharge.	Exception will be required only if the Baker Mill is interpreted to have a basement within the flood hazard district. New construction in floodway may increase flood levels during base flood discharge.
Section 28-13 Procedures for Review	Requires submittal of schematic procedures to Boston Civic Design Commission.	No Commission exists and therefore an exception or an interpretation will be sought as to the applicability of this requirement.
Section 28-14 Recommendations	Requires Boston Civic Design Commission to make any recommendations within 60 days, after notice and a public hearing.	No Commission exists and therefore an exception or an interpretation will be sought as to the applicability of this requirement.

	Required	Provided
Section 28-15 Disapproval and Redesign	Requires BRA to require redesign project disapproved by Boston Civic Design Commission, unless BRA Board votes to approve the design.	No Commission exists and therefore an exception or an interpretation will be sought as to the applicability of this requirement.

BOSTON REDEVELOPMENT AUTHORITY
Development Plan for Planned
Development Area No. 25

Fact Sheet

BAKER MILLS SITE
1235-1245 Adams Street, South Dorchester

DEVELOPER	Baker Chocolate Limited Partnership, consisting of Related Companies Northeast, Inc. and Chocolate Mills Associates as general partners.
ARCHITECT	Eisenberg Haven Associates, Inc. of Boston (architects of record); Skidmore, Owings & Merrill of Boston (site design and environmental coordinators).
SITE DESCRIPTION	Approximately 7.1 acres of land (approximately 6.1 acres above the historic high water mark) bounded on the south by the Neponset River, on the east by Adams Street, and certain adjoining land owned by an affiliate of one of Developer constituent partners, on the west by Central Avenue and on the north by properties of various land owners and Taylor Terrace. The existing street address for the project is 1235-1245 Adams Street, Dorchester. The site includes five principal buildings known as the Baker Mill and adjacent existing Garage, the Power House, the Forbes Mill and the Machinery Building.
PROJECT DESCRIPTION	Rehabilitation of the existing shells of the Forbes Mill, the Machinery Building, the Baker Mill and adjacent Garage and the Power House and construction of a new residential building integrated with a parking structure. The project is to include approximately 300 residential condominium units (195 two-bedroom and 105 one-bedroom units) in the aggregate, with no less than 450 parking spaces. The total gross square footage of the rehabilitated residential space is approximately 324,620 square feet; the total gross square footage of new residential construction in the residential/ parking structure is to be approximately 126,211 square feet; and the total square footage of new parking construction in the residential/parking structure is to be approximately 104,495 square feet. The new

	residential/parking structure will be no higher than 89 feet in height. The floor area ratio for the site is anticipated to be approximately 1.95 overall; new exterior construction will be primarily of brick. The site will be used primarily for residential and parking uses. The project will include a private club and accessory swimming pool for use by residents.
ESTIMATED CONSTRUCTION TIME	Commencement - June 1, 1987; the project is to be constructed in three phases, with the first phase to be commenced upon issuance of the building permit and other required permits and completed 18 months thereafter, the second phase commenced within 6 months after completion of the first phase and completed 18 months thereafter, and the third phase to be commenced within 6 months after completion of the second phase and completed 18 months thereafter, subject to market conditions.
PROJECTED CONSTRUCTION JOBS	Projected construction jobs are 73; projected permanent jobs are 5. Developer will submit a Boston Residents Construction Employment Plan in accordance with Mayor's Executive Order of July 12, 1985.
AFFORDABLE HOUSING	The Developer has agreed to enter into an agreement with the BRA to provide affordable neighborhood housing on site in accordance with the agreement.
ANY ADDITIONAL PUBLIC BENEFITS	Substantial increase in real estate taxes.
ZONING RELIEF REQUIRED	The Developer will be seeking from the Board of Appeal exceptions for forbidden and conditional uses and various dimensional and other requirements of the Zoning Code, conditional use permits for certain conditional uses and an interpretation of certain requirements of the Zoning Code.

3/12/87

Baker Mills Site Plan - Scheme "A" attached.

BAKER MILLS SITE STUDY

EISENBERG HAVEN ASSOCIATES
SKIDMORE OWINGS & MERRILL

SITE PLAN

101

REVISED
DOCUMENT NO. 4876

RESUBMITTED MARCH 26, 1987
MEMORANDUM CONTINUED JANUARY 22, 1987

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: LINDA S. BOURQUE, ASSISTANT DIRECTOR FOR NEIGHBORHOOD PLANNING AND ZONING
ANTONIO TORRES, SENIOR PLANNER

SUBJECT: DEVELOPMENT PLAN FOR PROPOSED PLANNED DEVELOPMENT AREA DESIGNATION FOR BAKER CHOCOLATE MILLS SITE IN DORCHESTER

Baker Chocolate Limited Partnership, consisting of the Related Companies Northeast, Inc., and Chocolate Mills Associates, seeks a Planned Development Area zoning designation for the portion of the property commonly known as the Baker Mills site, that is bounded by the Neponset River, Central Avenue, individual parcels on River Street, Pierce Square and Adams Street. This site includes 5 principal buildings known as the Baker Mill and Garage, the Power House, the Forbes Mill and the Machine Shop and is across Adams Street from another portion of the Baker Mills property which is under separate ownership and was developed into rental housing between 1983 and 1985.

At the BRA Board hearing of January 22, 1987, it was recommended to continue the hearing until an affordable housing program had been finalized. Since that time representatives from the Mayor's office and the BRA have met with the DLMCA and the developer on numerous occasions to discuss all aspects of the development, including the affordable housing component. Meeting topics included the Heritage State Park Funding and design, project design, traffic analysis, traffic impact mitigation measures, neighborhood parking problems, project phasing, project parking requirements. Consultants and representatives from other governmental agencies, including the Department of Environmental Management and the city Transportation Department were involved and met with DLMCA. Analysis was conducted; materials were generated and conveyed to DLMCA; and extensive discussions were held. With regard to the affordable housing program, the developers propose to rehabilitate one building, the Machine Shop, as a cooperative. This building could house 31 units (twelve one bedroom and nineteen two bedroom). Half of these units could be for low income families (6 one bedroom and 9 two bedroom); one quarter of these units could be for moderate income families (8 two bedroom); and the remaining quarter could be for upper moderate income families (6 one bedroom

and 2 two bedroom). The DLMCA is now evaluating the developer's proposal and has agreed to work with the developer and the city in finalizing the profile of the affordable housing program. The developers propose to sell the rehabilitated Machine Shop building for the sum of $2,170,000 to the Cooperative Association. At this price ($65 per gross square foot), the levels of affordability described above can be achieved through cooperative type financing. The DLMCA will assist the developer in the selection of occupants for the affordable housing. The developer has agreed to provide such legal services and technical assistance as may be required to establish the cooperative and ensure that it gets started on the right foot. See attached explanation of the cooperative proposal.

The Development Plan for the project will include the complete renovation of the existing shells of five structures into 180 condominium units and 31 cooperative units; in place of the existing silos a new 10-story building will be constructed to include a 341-space garage as well as 89 condominium housing units. This project will total 300 new units, with no less than 450 parking spaces.

The Massachusetts Department of Environmental Management, through the Heritage Park program, will own and operate as a museum the Mill's Administration Building on Adams Street. They will through permanent easement or conservation restriction have access through the Mills property via Baker Court to a small riverfront park of their creation and across a bridge spanning the Neponset River to parkland in Milton.

The staff finds that the residential conversion of the Baker Mills property is compatible with the general planning and development of the Lower Mills neighborhood, and complementary to the existing commercial center in Pierce Square. The new residential/parking structure will not exceed the height of the existing Baker Mill building. The new structure will be primarily of brick and will reflect the architectural style and quality of the existing complex. The project is 100 percent privately financed and will be fully taxable. Prior to final approval of the contract documents the developer will have executed a Fair Housing and Employment Plan, Boston Residents Construction Employment Plan, a Transportation Access Plan Agreement, and an Affordable Housing Agreement.

The basic size and ownership requirements for a Planned Development Area have been met; the design review process has resulted in the Development Plan presented today.

We therefore recommend that the Boston Redevelopment Authority approve the Development Plan for the Planned Development Area No. 25/1235-1245 Adams Street, South

Dorchester, as presented, and authorize the Director to petition the Zoning Commission for a Planned Development Area Subdistrict designation, bounded as described.

VOTED: That in connection with the Development Plan for a portion of the Baker Mills site in the Dorchester district of Boston, presented at a public hearing duly held at the offices of the Authority on January 22, 1987, and March 26, 1987, and after consideration of the evidence presented at that hearing, the Boston Redevelopment Authority finds that said Plan (1) conforms to the general plan for the City of Boston as a whole; (2) contains nothing that will be injurious to the neighborhood or otherwise detrimental to the public welfare; and (3) does adequately and sufficiently satisfy all other criteria and specifications for a Planned Development Area subdistrict designation as set forth in the Boston Zoning Code as amended;

and further

VOTED: That pursuant to the provisions of Section 3-1A of the Boston Zoning Code as amended, the Boston Redevelopment Authority hereby approves the Development Plan for a portion of the Baker Mills site in the Dorchester district of Boston. Said Development Plan is embodied in a written document entitled "Development Plan for Planned Development Area No. 25/1235-1245 Adams Street, South Dorchester," dated January 22, 1987, as amended March 26, 1987, and in a series of plans listed in Exhibit III of said document; said document and plans shall be on file in the office of the Zoning Department of the Authority;

and further

VOTED: That the Authority hereby authorizes the Director to petition the Zoning Commission of the City of Boston for a Planned Development Area subdistrict designation for the parcel of land which is the subject of the Development Plan for Planned Development Area No. 25/1235-1245 Adams Street, South Dorchester; to execute in the name and on behalf of the Authority a Cooperation Agreement, as further voted below, and a Transportation Access Plan Agreement with the developer of said Planned Development Area; and to certify, in the name and on behalf of the Authority, that plans submitted to the Building Commissioner in connection with said Area are in conformity with said Development Plan;

and further

VOTED: That the Authority authorizes the Director to enter into a cooperation agreement in the name of and on behalf of the Authority, which Agreement shall provide among other things for the creation of affordable housing within the development approximately as follows:

1. Seven units affordable to low-income households;
2. Sixteen units affordable to moderate-income households;
3. Seven units affordable to upper moderate income households;
4. The affordable units shall be scattered between two buildings, the Machinery Shop and the Forbes Building, with not less than four upper moderate income units to be in a third building in the second phase;

5. All affordable units shall be of standard construction quality and size in accordance with U.S. H.U.D. Minimum Property standards currently in effect.

and will provide in addition that the developers will make a contribution to a Trust fund for the benefit of the community in the amount of $200,000, $100,000 payable upon the issuance of initial building permit and $100,000 payable upon the issuance of a building permit for the Baker Mill Building.

and further

VOTED: That in reference to petition(s) to be brought before the Board of Appeal by Baker Chocolate Limited Partnership, for exceptions as listed in the Development Plan for Planned Development Area No. 25/1235-1245 Adams Street, South Dorchester, which is approved by the Authority today, the Boston Redevelopment Authority recommends approval provided that the Zoning Commission will have adopted a Map Amendment designating the land involved as a Planned Development Area, and provided, further, that final plans be submitted to the Authority for design review to ensure that the plans are consistent with the plans previously approved by the Authority and with said Development Plan; and the Authority hereby authorizes the Director to certify to the Board of Appeal that the exceptions requested are in conformity with said Development Plan.